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COUNTRY Poland

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SUBJECT 1. Polish Shipyards and Related Information

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Stettin Shipyard

1. The Stettin Shipyard (Stocznia Szczecinska) in Stettin was damaged considerably during World War II but it was rebuilt in 1951. Since that time this yard has constructed 5,000 tn. freighters. I believe that 2,000 tn. ore colliers of the SOLDEK type were also built at this yard. The new 10,000 tn. freighters were also to be scheduled for construction in the Stettin Yard, in addition to the Gdansk Yard 50X1 [redacted]. Hulls built at Stettin, less machinery, were towed to the Paris Commune Shipyard in Gdynia for machinery installations and outfitting. I do not know the total capacity of the yard. My information is based on hearsay.

Paris Commune Shipyard

2. The Paris Commune Shipyard (Stocznia Komuny Paryskiej), Gdynia, had been concerned primarily with the renovation and repair of Polish merchant ships, although it had also installed machinery and outfitted some newly-built 5,000 tn. freighter hulls from the Stettin Shipyard.

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3. In 1952, this yard started building all-welded 5,000 tn. freighters for the USSR, complete with machinery and equipment. During a visit
50X1 [redacted] four 5,000 tn. freighters were under construction. All of them were scheduled for completion by the end of 1952. One of these, the FORT SZEWCZENKO was launched in December 1952. The remaining three were not completed until 1953, primarily because of late deliveries of machinery and rearrangement of deck engines to provide locations for gun mounts. Four new keels for similar ships were laid in 1953.

4. This yard had also been enlarged somewhat for increased production. I estimate that shipyard employees totaled 3,000 to 4,000.

Polish Navy Shipyard

5. The Polish Navy Shipyard (Stocznia Marynarki Wojennej) in Gdynia-Oksywie was devoted to work of extreme secrecy, but I heard that mine-sweepers and probably motor torpedo boats and landing craft were being constructed. The yard worked 24 hours per day.

River Shipyard

6. The River Shipyard (Stocznia Rzeczna) at Pleniewo near Gdansk built small river craft and also some hull equipment, such as masts for larger vessels.

Ship Repair Service

7. The Ship Repair Service (Remontowa Obsluga Statkow) in Gdynia, was a small yard which made repairs on ships tied up alongside piers. It had no dry docks or marine railway. The SS LUBLIN was repaired there during the summer of 1953.

8. The General Swierczewski Machine Industry Plants in Elblag (Zaklady Przemyslu Maszynoewgo im. Gen. Swierczewskiego) were engaged in the production of heavy machinery. The production of the following machines was under way there:

Steam engine, of the Lenz type for ore-colliers

Prototype of the first Polish electric-turbine (designed by Professor Robert SZEWALSKI).

The first Polish ship turbines in the Bauer-Wach layout designed by Professor Adolf POLAK.

Ship steam engines, Christiansen-Mayer model, designed by Professor POLAK.

Ship Design Enterprises

9. The Central Bureau of Ship Construction (Centralne Biuro Konstrukcji Okretowych - CBKO) in Gdansk-Wrzeszcz, commonly referred to as CBKO, was organized in 1947 when the design for the SOLDEK class ore-colliers was started. CBKO was a bureau of design for construction of new ships. Both hull and machinery arrangement plans were prepared there. Designs for the 10,000 tn. cargo ships with Fiat Diesel engines were started during 1951. At that time CBKO was headed by engineers PIECHOCKI and KLOS.

10. Early in 1952, CBKO was reorganized into two separate departments for merchant and naval designs:

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a. CBKO No. 1 designed merchant ships, including ore-colliers and freighters. It was headed by Engineer ORSZULOK and was located on Jana z Kolna Street in Gdansk.

b. CBKO No. 2 prepared designs for construction of small vessels for the Polish Navy. It was headed by Engineer Zenon KEMPINSKI, who was director of CBKO just prior to the split. KEMPINSKI was a civilian who attended the Gdansk Polytechnic Institute for four years where he obtained a degree (1st) in engineering. Later he served an apprenticeship in various shipyards for four to five years. His appointment to his present position was primarily political.

11. Principal types of vessels being designed in CBKO No. 2 were motor torpedo boats and minelayers. Some Polish naval officers with technical and engineering backgrounds were attached to CBKO No. 2, mostly for supervisory purposes. The total staff of CBKO No. 2, including administrative personnel, numbered about 200.

12. The Polish Navy's Marine Engineering Construction Bureau (Biuro Konstrukcyjne Polskiej Marynarki Wojennej) was located in the Polish Navy Shipyard in Gdynia-Oksywie. Formerly all machinery design work for Polish naval vessels was carried out by this bureau. But after the formation of CBKO No. 2 nearly all work in designs for new craft was allocated to that enterprise.

13. The Central Construction Bureau of Steam Turbines (Centralne Biuro Konstrukcyjne Turbin Parowych), originally located in Elblag, was formed to develop steam turbine designs. The design of the first Polish land turbine for a turbogenerator project was prepared by this bureau under the guidance of Professor Robert SZEWALSKI, director of the Gdansk Polytechnic Institute.

14. The bureau was enlarged and moved to new headquarters in Gdansk in 1953. It was headed by Professor SZEWALSKI and its mission was to design both land and marine steam turbines. There was considerable rivalry for the position of director of the bureau between Professor SZEWALSKI and Professor Adolf POLAK, Dean of the Mechanical and Ship Construction Departments in the Gdansk Polytechnic Institute. I believe the latter was more capable and would have been a better choice.

15. The Marine Engineering Construction Bureau in Gdansk-Wrzeszcz (Biuro Konstrukcyjne Budownictwa Morskiego) on Armii Polskiej Street, was engaged in designing equipment for construction of harbor installations, dredgers, cranes, basins, etc.

16. The Marine Ship Registration (Morski Rejestr Statkow - MRS) /pronounced EMERES/, now entirely controlled by the Soviets, replaced the former Lloyd's Corporation Office in Gdynia. EMERES was located on Konopnickiej Street in Gdansk-Wrzeszcz.

17. The Polish Ship Registration (Polski Rejestr Statkow - PRS), located in Gdynia, dealt with Polish coastal navigation vessels.

18. The Coastal Navigation Corporation (Zegluga Przybrzezna), was a firm controlled by the Polish Ship Registration Office.

19. The Polish Ocean Lines (Polskie Linie Oceaniczne - PLO) was located on 10 Lutego Street in Gdynia. The office was subordinate to the Navigation Ministry and controlled by EMERES.

20. The Marine Fishing Academy (Technikum Rybolowstwa Morskiego) was located on Kosciuszko Square, Gdynia.

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21. In the first class to graduate from the Polish Naval Academy in Gdynia-Oksywie in 1947, Janusz STALINSKI graduated at the head of his class. He then entered the Gdansk Polytechnic Institute in the normal third year of the course and after 3½ years received a diploma of Bachelor of Technical Science, 2nd degree. When Professor SIPOWICZ was arrested in 1950, STALINSKI was allowed to leave the Navy and take the chair of Ships and Machinery and the position of Assistant Dean of the Institute. He then organized the Gdansk Polytechnic Construction Bureau, called the "Rear Echelon Command" by the Navy. This group was not connected with CBKO No. 2, but was given special engineering design projects by the Navy. I consider STALINSKI, who is only 36 or 37 years old, one of the most capable marine engineers in Poland. He was also fluent in several foreign languages.

22. The assistants of this group were full time designers but sometimes students assisted on special assignments. The group was enlarged year after year and consisted of about 10 to 12 assistants. One project handled by this group in 1951 was a torpedo tube design.

23. Shipyard workers in general and those employed by the Paris Commune Shipyard in particular, had special privileges in the use of government stores where prices were somewhat lower than in the public stores. Also so-called assigned quarters were provided by the Government at low rentals. For instance, the cost of government assigned quarters for a bachelor was about 30 zlotys per month, compared with about 200 zlotys per month for comparable private quarters.

24. Considerable incentive was given to meet the norms set up for completing a ship. This usually amounted to a premium wage, or second salary. However, the norms were usually set high, and delays in deliveries of component parts usually resulted in failure to meet the norms. The use of premium salaries for meeting norms in component deliveries was also extended to Polish purchasing agents located in various countries of both Eastern and Western Europe.

50X1 [redacted] Comment: The reported expansion in merchant shipbuilding facilities in Polish shipyards and increased capacity for production of ocean-going vessels up to 10,000 GRT indicates that replacement of obsolete vessels and modernization and growth of the Polish and USSR merchant fleets are being accelerated. It is significant that the Northern Shipyard in Gdansk is now able to shift production entirely from fishing trawlers to naval vessels at the same time that increased purchases of trawlers are being negotiated with shipbuilding-hungry countries of Western Europe. It may be that other Polish merchant shipyards will also shift to naval production if the present efforts of the USSR are successful in enticing the countries of Western Europe to accept increasing orders for merchant ship construction. The shortage of main machinery components in Polish shipbuilding activities also may presage an increasing pressure from the USSR, and Polish purchasing commissions to expand
50X1 "peaceful" trade with the West for these items. [redacted]
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